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1. The airfield was located on the eastern edge of KAZAN ($49^{\circ} 8'E/55^{\circ} 46'N$), Tatar ASSR, east of the railroad line from the KAZAN railroad station to DERBYSHKI ($49^{\circ} 11'E/55^{\circ} 51'N$), where it joins the MOSCOW-SVERDLOVSK line (see Annex 1).
 2. The field was about 6,600 feet wide on its western side, but widened considerably towards the east. It had two concrete runways about 165 feet wide. The N-S runway formed a loop at its southern end, thus establishing a connection with the E-W runway.
 3. Six barracks buildings located on the western border covered an area about 1,300 feet square (see Annex 1). Two wooden hangars, about 330 feet long, with arched corrugated sheet metal roofs and resting on concrete foundations were on the northwest border. Annexes serving as repair shops were on the sides of the hangars facing the road.
 4. Four wooden antenna masts and two small wooden cabins were between the railroad line and the western border of the field.
 5. The field was occupied by:
 - a. About 10 four-engine bombers (see Annex 2): Low-wing monoplane, retractable landing gear with dual wheels, retractable nose and tail wheel, glazed cockpit, wing span about 100 feet, length about 65 feet, the fuselage marked with an almost black circle of about the same diameter as the fuselage and set aft of the wing. One glazed turret each on top of fuselage in line with trailing edge of wing and forward of rudder assembly. A turret was also on the under side of the fuselage (see Annex 2).

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- b. About 50 twin-engine semi-high-wing monoplanes with radial engine, double rudder assembly, glazed cockpit projecting beyond leading edge of wing.
- c. Biplanes, one radial engine, rigid landing gear with fitted streamline fairings, rigid tail skid, wings braced.
6. Eight hundred officers, NCOs and EM were quartered in the barracks buildings, the officers being in the majority.
7. Observed Flying:
- a. About 20 commercial planes arrived from the west every day between 11 a.m. and 1 p.m. shortly taking off again. They were twin-engine aircraft determined as Douglas planes by fellow PWS. Allegedly there were two versions of this craft.
- b. Four-engine planes were seen flying small circles over the field throughout the day. Occasionally there were four of these planes in the air at the same time. They took off and landed at short intervals.
- c. Twin-engine planes performed individual flights of 15 to 30 minutes' duration. At most, three of these planes were seen aloft at the same time.
8. Observed markings: The commercial aircraft were marked by the Soviet letters CCCP and numbers; the military planes had only numbers.

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Comment:

- a. The described airfield is not the factory field of Plant No 20 but a previously unknown field located on the eastern edge of the town. This field is apparently occupied by an air unit or by a bomber pilot school of the ADD air arm and is also used by commercial aircraft.
- b. The descriptions of the four-engine type aircraft received so far mention that this duplicate of the B-29 was fitted with both nose wheel and retractable tail wheel. The glazed turrets set on the two sides of the fuselage have also repeatedly been mentioned. The arrangement of the gunner's stations on this craft show certain modifications from the original B-29.
- c. Type 5u is believed to represent the Tu-2 bomber. This plane has apparently replaced the lend-lease types previously in use with the ADD units.

- 2 Annexes: (1) Military and Civil airfield of KAZAN
(2) Four-Engine Bomber Observed at the KAZAN Airfield.

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